GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4393
ANSWERED ON:24.04.2008
PASSENGER COACHES
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Will the Minister of RAILWAYS be pleased to state:

(a) the number of passenger coaches required separately for mail/express and passenger trains and requirement of new coaches projected for the next five years;

(b) the details of drawbacks of coaches made of carbon steel and amount of losses suffered each year on account of their maintenance and running costs;

(c) whether the Railways propose to stop manufacturing of carbon steel coaches replacing them with stainless steel coaches in a phased manner using the state-of-the-art technology to draw advantage of lower maintenance, higher carrying capacity and economy in running costs;

(d) if, so the details thereof;

(e) whether the railways have designed a new special type of coach to prevent injury to passengers in case of accidents; and

(f) if so, by when such coaches are likely to be made available?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R. VELU)

(a) Requirement of coaches for five years is planned as per Five Year Plan and is done combined for mail/ express and passenger trains. Requirement of 22500 new coaches has been projected for the Eleventh Five Year Plan (2007-2012).

(b) The present design passenger coaches are made of corten steel and are comparatively heavier and not as sturdy in the structural strength . Coaches to this design are more prone to corrosion and demand higher attention during the major overhauls. The carrying capacity of these coaches is also limited. The service life of such coaches has been prescribed as 25 years.

(c) & (d) Yes, Sir. Stainless steel coaches to LHB design, acquired through a Transfer of Technology have already been inducted in identified Rajdhani/ Shatabdi Express Trains. Ministry of Railways have recently taken a policy decision to start manufacture of superior design stainless steel coaches even for other Mail/Express/Passenger services in a phased manner. These coaches shall have higher carrying capacity, higher service life of 35 years owing to corrosion resistant properties, higher periodicity between overhauls and aesthetically appealing interiors and upgraded passenger amenity items. About 100 such coaches have been planned for manufacture during 2008-09.

(e) & (f) With a view to enhance safety in our coaches, Railways have evolved a ?crashworthy? coach design along with provision of Central Buffer Coupler. Such a coach shall provide ?anti climbing? features and enhance passenger safety in unfortunate case of an accident. Production of coaches to this design has already commenced in the Production Units during 2007-08 and about 135 number of crashworthy coaches have already been manufactured.